

CROSSFIELD CHRONICLE

VOLUME III — No. 24

CROSSFIELD, ALBERTA — FRIDAY, JULY 20th, 1945

\$1.50 a Year

See Harry May for Printing
of every description.

The White Lunch

ON MAIN STREET

HAVE THE BEST...

Home Cooked Meals
AWAY FROM HOME
Joe and Edith Kurtz,

Summer Needs....

Arid Cream Deodorant
39c and 59c

Fresh Cream Deodorant
19c, 39c, 59c

Neet Cream Deodorant
39c

Gypsy Tan Oil..... 45c

Noxzema Suntan Oil.. 30c

Insect Chaser..... 35c

Skeeter Skoot Cream 35c

Trushay Before Hand
Lotion 39c

Bermuda Breeze Cologne
39c
(Delightfully Refreshing)

**Edlund's
Drug Store**

THE READING STORE

Crossfield, Alta.

CHURCH SERVICES

THE CHURCH OF THE ASCENSION
Rev. J. M. Roe
Sunday, July 22nd.

Matins at 11:00 a.m.

REGULAR BAPTIST CHURCH
Crossfield, Alberta
"Visiting Pastor"

Services every Sunday at 11:00 a.m.
Matins and Sunday School at 12:00 a.m.
Everybody welcome.

MATRIMONIAL

TESKEY — RICHARDSON

St. Paul's United Church, Calgary, was the scene of a pretty wedding on June 26th, when Ruth Eleanor, younger daughter of Mr. and Mrs. C. E. Richardson, married Mr. and Mrs. the Mr. and Mrs. W. H. Teskey of Rocky bridge of Mr. Willis T. Teskey, elder son of Mountain House. The ceremony was performed by Rev. Mr. F. P. Rogers. The bride, given in marriage by her father was a frock of old gold with brown accessories and a corsage of white roses.

Miss Nellie Fleming of Rock Mountain House was bridesmaid and Mr. Eddie Richardson, brother of the bride and Mrs. man, Mr. Bert Rogers of Airdrie, was best man. The ceremony was performed by Rev. Mr. P. H. Fleming "I love you truly."

A reception was held at the Empress Grill, and Mr. Frank Last proffered the toast to the bride.

Mr. and Mrs. Teskey left later for Banff. For travelling the bride wore a brown tailored suit with blue accessories.

On their return Mr. and Mrs. Teskey will reside in Rocky Mountain House.

IN MEMORIAM

In fond remembrance of Pte. Wm. Grant of Innisfail who was killed in action at Caen, France on July 19th, 1944.

When peace dawns o'er the countreyde,
Our thanks shall be to the Lord.

O quare hearts, can you hear us
die?

How the battles are won by the men
who fell."

Ever remembered by Mr. and Mrs. Mark Cameron and family.

OBITUARY

Mrs. James Williamson

Mrs. James Leonard (Kathleen Priscilla Williamson, 40, of Dog Pound district) died Friday in the General hospital, Calgary.

Born in Manot, Sask., Mrs. Williamson moved to the Dog Pound district in 1929. She was a widow, her husband, Leonard, Dog Pound; three sons, Nelson, Robert and Denbow, all of Dog Pound; two daughters, Alice, of Medicine Hat and Alta, all of Dog Pound; one sister, Mrs. Hart Hoblett, Mossbank; two brothers, Russell and Carmichael, both of Johnstone, Alta.

Funeral services were held in the Carstairs Presbyterian Church on Wednesday afternoon, and burial followed in the family plot, Carstairs cemetery.

McInnis & Holloway had charge of funeral arrangements.

FRANCIE HERBERT SMITH

Frank Herbert Smith, aged 26 months, died at his home at Crossfield on Saturday last, after a long illness. He is survived by his parents, Mr. and Mrs. Herbert Smith, and his wife, Mrs. Ethel Smith, of Crossfield, aged 10 years, and Charles 11; grandparents, Mrs. Harriet Smith, Hughallen, Alberta, and Mr. and Mrs. R. Lenie Cremin, B.C.

Funeral services were held in the Crossfield United Church on Monday, July 16th. Pallbearers were Roy Howard, Lewes, Lyle, Louis, Emerson and George, all of Crossfield, and the place in the family plot of the Crossfield cemetery.

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Ahmurr is a foal of the classic type, is 16.2 hands high and weighs about 1000 lbs.

He was imported by the owner, Mrs. E. Stevens, 1136 9th Street East, Calgary.

His ancestry can be traced to the desert.

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OPINION OF EXPERTS

Women Are As Good As Men In Handling Automobile

Women drivers are just as good as men—and more careful.

This was one of the observations made during the safe driving contest in Winnipeg recently. The contest, an annual affair, is sponsored by 100 commercial firms, the Safety Bureau, Board of Trade and the Winnipeg Tribune.

The traffic experts agree that when it comes to handling an automobile, women are as good as men.

"There are as many good women drivers in proportion to the number driving as there are good men drivers—maybe more," said G. P. Shearer of the Safety Bureau.

Constable Art Sutherland thinks the stigma attached to women drivers should be removed.

"Women are just as good as men," he said. "Perhaps not quite as steady in a tight spot but they don't argue like men do when they get in a jam. Rather than make a holler they will agree to anything in order to get away—about the only time they don't like arguing," he added with a grin.

Inspector Capelle thinks women are careful drivers. "They are more timid than men—just about driving themselves."

So ladies, the next time you hear a man refer to "those darn women drivers," don't be timid, refer him to the experts.

New Type Dinghy

Made In Various Sizes For British Fliers In Pacific

A new type of emergency dinghy has been developed for use by British airmen flying in the Pacific theatre. The new dinghies are built in various sizes to accommodate one, two, three, five or seven men.

The one-man dinghy carries a wire-stayed telescopic mast supporting a red triangular sail. A combined hood, cape and apron protect the dinghy practically water-tight and the entire seat, with ratings and signalling equipment fits into a pack which can be used as a cushion for the pilot while flying.

The seven-seater is equipped with a full size sailing rig and can be steered with a collapsible rudder. Its equipment includes repair outfit, signalling and navigation equipment, ratings, first aid kits and long-range radio transmitter.

Retraining Needed

For At Least Half Million Persons In Demobilization Period

A report submitted at Toronto by the education committee of the Canadian Youth Commission estimated that in the demobilization period 500,000 persons will require training or retraining in vocational skills.

The report urged extension of vocational guidance and vocational education throughout secondary schools and continuation of the Dominion-provincial youth training program. The program should be administered by the provinces, with "generous" financial assistance from the Dominion government, the report said.

Subject To Change

Report Says Dependable North Pole Has Shifted Its Position

This is a disillusionment which, we make bold to say, we do not deserve.

The R.A.F. Lancaster meteorological plane, Aries, flying over the north polar region, has discovered that the North Magnetic Pole has wandered some 300 miles out of its proper place during the war years.

There was one thing we thought we could count on it was the North Pole. While the whole world got out gear and wandered into uncharted regions we always said to ourselves, "Well, at least there's the North Pole left. It doesn't change."

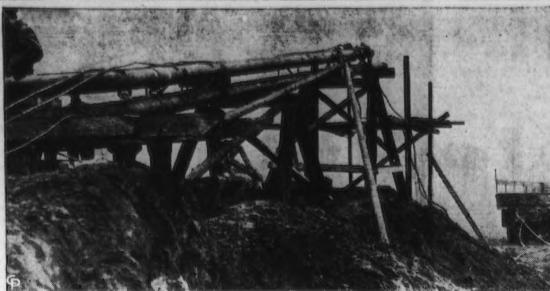
But lo and behold—it does. While we have our backs turned, coping with Hitler and such like, here it goes and emigrates. It abandons its comfortable igloo on Boothia Peninsula and shifts over to barren Svaldrup Island, wherever that is!—Vancouver News-Herald.

DEMAND FOR SHOES

Shoes are not likely to be in plentiful supply until Japan is defeated. The Pacific area, is said to be harder on soldiers' footwear than any other theatre, and American troops alone will require 31 million pairs of shoes this year which is the heaviest demand of the war.

WOULD NOT BE EASY

As R. M. Harrison, in The Windsor Star, recently pointed out, Mail correspondent says Hitler has landed in Eire, dressed as a woman and accompanied by three children. Even so, he'll have a tough time pretending to be plain Mrs. O'Schickelgruber.



PIPELINE LAID FROM ENGLAND TO GERMANY—The laying of a pipeline from England to the heart of Germany, to supply Allied troops with fuel for the final assault on the Nazis, was one of the great engineering feats of this war. Photo shows the upright piece of a U-shaped pipe constructed to cross a canal in Belgium without interfering with navigation. Later the structure was lowered across the bottom of the canal. This work was done by Royal Canadian Engineers.

Jap Soldiers Surrender

Organ Factories

Remnants Of Force That Held Out In Guam For Ten Months

A Japanese field officer who held remnants of his command together for 10 months in Guam, until he had become a symbol of resistance to them, has surrendered with 33 of his men.

The Japanese said they had plenty of food and water. They appeared fit despite their months in the jungle.

First concern of the surrendering officer was:

"What is the future of Japan after victory?"

"That will depend a whole lot on the type of leadership that men of your intelligence give it," he was told.

Clad in make-shift American uniforms, the surrendering troops counted off briskly. Then their commander, who was described by officers as alert and intelligent, said:

"You will be treated well. You are now prisoners of war. It is not a disgraceful state and you are not to regard it as such."

First reports of the group were heard last September. Numerous efforts had been made to reach them through a truck-mounted loud speaker system and leaflets dropped from an airplane.

One day a prisoner reported he had sought the Japanese officer's permission to surrender and had been told: "I am thinking of doing the same myself."

Some time later, a young man came from the jungle. He admitted his country would not win the war and said he wanted to "sit out the war" in the Guam jungle. He was told that was impossible.

He left for further deliberation, agreeing to return a week later.

He arrived at the appointed time with a retinue of holdout troops who now are looking forward, said officials, to a Japan in which bushido does not exist.

They piled into a truck and were taken to the island command prison stockade. The first request of the Japanese field officer was that they be taught English. Informal classes were organized immediately.

In Germany Converted Into Making Airplanes

Before Germany and Great Britain ceased in 1939 to exchange anything except deadly missiles there was a lively trade with the British Isles in small musical instruments made in Germany. What interested the Ministry of Economic Warfare, however, were two facts that had a bearing on production. One was that British organ factories had been converted to making airplanes, the other that each German instrument had embossed on its sides a reproduction of the plant from which it was turned out.

A dragnet rounded up a large number of these pictorial music makers, supplying much valuable material for the use of Allied bombers. The pictures were enlarged and identified; information as to their interior arrangements was gathered from these men who had visited them, and before long results began to appear.

According to the British Information Service, a consequence of this in demobilization of war plants in Munich, Augsburg, Rosenheim, Salzburg, Linz and other places, including the great Skoda works. Incidentally, about 140 former Bavarian mouth-organ factories are in ruins and now pipe not even the smallest tune. —New York Herald Tribune.

CHANGING TIMES

This is a changing world.

Not so long ago we had livery stables; now we have garages. The houses were lighted with kerosene lamps; now electric lights. People used to change their diets; now they grow pictures. Young people used to amuse themselves gathering the piano to sing; now they turn on the radio and listen to the body else sing. Road shows used to appear at the open house; now the movies hold the stage.—Chatham News.

Incidentally, tulip bulbs aren't such bad eating at that.

Flower Industry

Has Managed To Survive In Holland Despite The German Occupation

Despite the fact that 1,200 tons of tulip bulbs were eaten by the Dutch population before their liberation, Holland's great flower industry has managed to survive the ravages of German theft and deliberate flooding, a careful survey reveals.

Far sighted government control of production, starting in 1939, luckily prevented surpluses from falling into the hands of the invaders and, today, according to a Dutch architect and naval engineer, the country is in a normal

schedule now, spring exports have 25,000 tons of tulip bulbs, principally tulips, ready for shipment to North America and Britain.

Under Nazi experts seeking to steal every new development for building up a tulip industry inside Germany, Dutch growers succeeded in improving a new double variety of tulip, resembling a peony, with a tall, strong stem. They have named it Cordell Hull.

In addition to 1,000,000 Cordell Hull, there is available for export, growers have 135,000,000 Daribus, and 75,000,000 single early tulip on hand, as well as large amounts of old favorites.

The industry lost about 25 percent of its stock from flooding and lack of sufficient fertilizers, but increased planting last autumn has compensated for the losses.

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NEW USE FOR AIRFIELDS

Possible utilization of "farm units" for the production of the great number of airfields which dot the British Isles is being considered by county authorities.

It is pointed out that hangars can easily be converted into farmhouses and barns, while the airfields, intersected by runways, would make ideal demonstration fields.

The cutting teeth of a woodchuck never stop growing during its life time, as compensation for wear.

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NEW USE FOR AIRFIELDS

Possible utilization of "farm units" for the production of the great number of airfields which dot the British Isles is being considered by county authorities.

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Air Over Ocean Is So Full Of Planes That Pilots Must Be Careful To Avoid Collision

EVERY twenty minutes a plane leaves this country for Europe, and as often one comes from the other side of the Atlantic to the coast, writes Robert O'Brien in the New York Times. The air over the North and South Atlantic is full of planes, day and night, on the various routes, so many of them that pilots have to be careful to maintain their proper altitude to avoid collision, and even with the greatest caution they frequently miss each other by narrow margins.

Flying the Atlantic used to be a great adventure; men who first did it declare he has seldom had to use among the heroes of aviation his deities.

Now there are many pilots in the Air Transport Command who have flown it more than 100 times, and who think flying the ocean is safer and more uneventful than flying over mountainous country.

They are of all types, these pilots. Some of them are veterans of the war, some of them are young men, others some of them are Army-trained pilots, mere kids in age, but with a background of experience that carries them through all kinds of trouble. Others, and they are the smallest group, are men who were ordinary civilian fliers, who volunteered for war flying, and were trained in transport work. All of them, young and old—men with thousands of hours of flying when they entered the service, and men with only a few hundred—are skilled in the task of piloting heavy, large planes. They have the knowledge and the equipment to do a superlative job.

They no longer have any fear of the ocean as ocean. Their troubles are those allied to flying a heavily loaded transport plane through sleet and snow and rain, through clouds that tower into the sky by day and are blankets of darkness by night. Static knocks out their radio, and bathes the whole plane in the bluish white glow of an electrical charge. These are tense and the pilot must always be alert. But flying the Atlantic is routine to the men who do it.

Some idea of the perils of flying the Atlantic that may be gained from the experience of a pilot who flew between South America and Africa, a man who had flown the ocean, on both north and south routes, 116 times.

"I was about half way over," he said, "and getting a bit drowsy, when I saw what looked like a big star in front of me. But it seemed bigger than any star, and as it grew brighter I realized that it was another plane coming my way. I blinked my landing lights to let him know that I had seen him, as he was to close for comfort. But apparently he didn't see me, and so I lay by no more than fifty yards away. Then I kept my eyes open. During the night I counted twenty-three planes that passed me, and when I reached the other side I learned that twenty-six had taken off that night. I saw all but three of them.

"It was a good tribute to our navigation, but it shows how necessary it is to be on your toes. The greatest danger in flying the ocean is getting dozy. We try to keep our altitudes, which should keep us at levels 1,000 feet apart, but sometimes the altimeter goes a bit haywire. And instruments do not always show the same thing. There's something going wrong. An engine failed on me once, but it kept turning and using gas, as they will, and the revolutions did not drop. I finally spotted trouble only when the engine temperature began to fall. Then I feathered the drop and went on with three engines quite comfortably. You know, you use up quite a lot of gas in a big plane, 1,200 pounds of it an hour, and after a time three engines carry the weight all right. But you have to keep your eyes open."

The take-off is the most anxious time, states one experienced pilot interviewed. Transport planes are loaded much more heavily than they would be in peacetime, they call it wing-loading. When a big four-engine cargo ship takes off from the airport it is strained to the limit. The landing gear takes a beating and the engines are pressed to their utmost. The ship fairly staggers as it begins to climb and the pilot is tense until the times comes when he can pull back on the throttles and relax.

When the pilot takes off he carries a weather map provided by the A.T.C. which shows the weather all the way across the ocean. It gives wind direction and speed. The pilot charts his course accordingly, modifying it, perhaps, to the dictates of his own experience. It will be news to many that the short northern route via Newfoundland, Greenland and Iceland to Europe is not only the least turbulent but the safest from the point of icing of all ocean routes, and most land routes on this continent. A pilot who has often flown



YANK WEDS RUSSIAN PRINCESS—Princess Xenia Romanoff, 26, grand-niece of the late Czar Nicholas II, and 1st Lieut. Calhoun Anstrum, Jr., U.S.A., of Camden, S.C., are shown as they were married in the Russian Orthodox church in London. The bride has been a British subject since 1938.

Played Key Part

Canada Helped Beat The Best Scientific Brains Of Germany

One of Britain's top height men was in Toronto recently, Charles Seymour Wright, Toronto-born Chief of Scientific Research for the British Admiralty—and true to the traditions of his service, and with the modesty of a man of science, he could say little of some of the wonders which have been evolved in, or come out of, this war.

Mr. Wright could reveal, however, some of the post-war plans of the British Admiralty, and he would give a big "thankyou" for its work in helping beat the best scientific brains of Germany, and did add some remarks about the necessity of keeping up research in the days of peace, with Canada playing a key part in this.

He echoed the sentiments of some of Canada's military men when he said that never again must the British countries—or the United Nations, advisedly—let their efforts in defence research slacken in peacetime as they have done before. And he thought there must be an interchange of information and scientific brains between ourselves, Britain and the United States to maintain this research of peace.

Canada, he added, would probably become the research centre, or at least, he hoped it would, acting as the welding link between the United States and Britain and at the same time contributing her own vastly enlarged technological ability. As he put it, "we in Britain have the scientific facilities, but you in Canada are better at ways of turning ideas into hardware."

The Admiralty scientist hoped that Canada would maintain her own "splendid" facilities, such as Research Enterprises, Limited, in Leaside, and keep up the work of the National Research Council, as well as seeing to it that private industry kept up its technology for defence.

LOSSES WERE HEAVY

More than 30,000 men of Britain's merchant navy lost their lives during the war. Sir Cyril Hurcombe, director general, ministry of war transport, said. Four thousand were wounded, 4,000 interned or "taken prisoner and 4,700 missing, he said.

Sacrificed Forests

Fifty Per Cent. Of Britain's Timber Was Used For War Needs

Information revealed by the British Government shows that during the war 130,000,000 trees were felled in Britain. Great gaps appear in the landscapes where there were formerly fine stands of timber. A long-term program of reforestation has been devised and has already begun, but it will take a generation to repair the damage. Of necessity the stripping of the country has been ruthless. In the process the percentage of timber was only four per cent; in wartime it rose to 50 per cent. Nearly 4,000,000 tons of lumber were cut. That meant two out of every five hardwood trees, three out of every four softwood and three out of every five round mining timber trees. And Britain was one of the smallest forested countries in the world.

Most of the pre-war supplies came from Sweden, Finland, Russia, the Baltic States and Southeast Europe, all of which sources were cut off. The rest came from Canada, the United States, West Africa, Portugal and Brazil, but shipping was the great problem. Hence the attacks on the home forests and woodlands. The lumber was needed for camp-huts, pack-horses, heavy materials sent to fronts over half the world, for hospitals, hostels for war workers and many other purposes.

The Canadian Forestry Corps played an important part in the production of lumber in the British Isles. One of the results of the devastation of British forests will be that Canada will be looked to for supplies for many years. Vast quantities will be required for the housing program there and at home, and it behoves the Dominion and Provincial Governments to do their utmost to meet that market, and at the same time to embark upon the biggest program of forestry in our history.—St. Thomas Times-Journal.

MUST STAY HOME

Eight of thirty British scientists who were to visit Russia for the Soviet Academy of Sciences meeting, have been forbidden by the British Government to take the trip. Their services are too essential for the war against Japan to be interrupted, it was stated.



HON. J. L. ILSLEY SIGNS AUTOGRAPH FOR CARRIER BOYS—Hon. J. L. Ilsley, minister of finance, is surrounded by carrier boys, as he compiled with numerous requests for his autograph. These boys represented newspaper carrier boys across Canada at the christening of one of the Commando planes purchased by Canadian carrier boys' sale of war savings stamp. Gilbert Johnson, 13, holds the R.C.A.F. plaque won with \$1,500 sales. He lead all Canada.

As History Was Made In The Air, The Most Storied Places Of Britain Was Home To Our Airmen

(Written for The Canadian Press by Flt. Lt. Frank Tinsley, R.C.A.F.)

FROM the Battle of Britain to V-E Day, as history was made in the air, the quiet scenes of pyramidal woods, England's most ancient and storied places formed the background for the part played in victory by the men and women of the R.C.A.F. At work, and in their spare time, the Canadians came to know the scenes of legend and beauty of England; the roar of their bombers reawakened the half-forgotten historic battlefields.

The R.C.A.F. Bomber Group, which itself became something of a legend, operated in the picturesque county of Yorkshire, with its varied scenery, wing-swept moorlands and old-world villages. Canada's airmen came to know the country-side made famous by Emily Bronte in "Wuthering Heights"; made the pilgrimage to Marston Moor, where Cromwell won his decisive victory in 1644; trod the battlefield of Towton, where the Lancastrian cause was defeated in 1461.

To most Canadians castles are things that read about. Yet hundreds worked within the ancient walls of Allerton Hall—which became the headquarters of R.C.A.F. Bomber Group. It was formerly the country seat of the Earl of Mowbray. R.C.A.F. Coastal Command, which has been located in no less historic a place than The Demon Squadron, operated from Birchen Newton, Northumbria, in the heart of the Fen district. Thence they moved to North Devon, where they lived among some of the loveliest scenery in England.

Not far from the region known as the Vale of the White Horse, in picturesque Wiltshire, the Lynx night-fighter squadron and the husky Transport squadron were based. This was the home of the opening chapters of "Tom Brown's School-days." Near here, too, King Alfred defeated the Danes at the Battle of Ashdown, and Canadians heard the legend that not far away at Dragton's Hill St. George slew the dragon.

The Canadian bomber squadron knew stately Cambridge, whose university, myth has it, was founded by Prince Canute of Denmark, although most books agree it probably grew up around the religious establishments of the early 12th century.

Plymouth Hoe, Devon, where Drake tarried to finish his game of bowls before he smashed the Spanish armada, knew the sound of Canadian fighter aircraft. The smugglers' cove of Cornwall, the beaches of Hastings, Kent, over which William the Conqueror's men swarmed in 1066, much as Hitler's hordes hoped to do, knew it too. The beautiful North Donegal of Devon played host to R.C.A.F. air and ground crews.

Near Liverpool, where thousands of R.C.A.F. men have sailed for home is the ancient town of Warrington. Here, at the repatriation depot, they waited for their ships on the site of Cromwell's victory over the Scots in 1648.

To Bournemouth, one of England's most attractive seaside resorts, came new arrivals, and after V-E Day, hundreds of returning ex-prisoners of war. The R.C.A.F. No. 3 personnel reception centre was set in what Thomas Hardy, in his "Tess of the D'Urbervilles," called "a Mediterranean

and lounging-place on the English Channel."

Ancient Gloucester, with its beautiful cathedral dating back to 823, was a constant attraction for Canadians based temporarily at the reception centre near the city.

London saw more Canadians than any other place, for in the borough of Holborn, in two large buildings flanking Lincoln's Inn fields, R.C.A.F. overseas headquarters has been located.

The Canadians left their own R.C.A.F. emblem hanging in Holborn town hall, a reminder for ever of their stay, and there planted a Canadian Maple tree in the fields, a present from the mayor of Ottawa to Holborn.

Not only England knew the Canadians; from ancient Tain and Inverness, in Scotland, to Castle Archdale and Pembroke Dock in Northern Ireland, and the Island Anglesey off the Welsh coast there were few places that did not play host at one time or another to the R.C.A.F.

British Films

Would Build Many Movie Theatres

In Canada

J. Arthur Rank, British movie producer, said the film producing companies he controls are planning a large post-war expansion in Canada, Latin America and Europe—"and we're looking over the United States."

On a two-month tour of North America, beginning in Canada and ending in California, Mr. Rank said in a press conference here that he particularly interested "in getting acquainted with the American people and finding what they like in motion pictures."

He said his companies now have 120 theatres in Canada, but have selected sites for building "large numbers more after the war." A Latin American headquarters will be set up "in the Autumn," and British films for Spain, France and China already are being made with speech or captions dubbed in, Mr. Rank noted.

He added that British post-war movie plans included use of both British and American stars, "of known and unknown."

Dainty and Useful



7081
by Alice Brooks

You'll be fascinated with this crocheted square. Just the right size, to allow top a hundred dollars. Join now for a free pattern.

Works up fast; it's a 12 to 16-inch square, depending on type of cotton used. Send 70c for pattern.

To obtain this pattern send twenty cents in coins (stamp cannot be accepted). House of Arts Department, Winnifred Newell, 1375 McDermott Avenue E., Winnipeg, Man. Be sure to write plainly your Name, Address and Pattern Number. "Because the size and shape of the mails delivery of the patterns may take a few days longer than usual."

WILL VISIT ULSTER

The Duchess of Kent is to pay her first visit to Ulster some time this summer. She was to have gone with the late Duke of Kent just before the war, to launch a ship, but was unable to do so owing to events in the political world in Ulster at the time.

CANADA'S DIET IS BEST IN THE WORLD

According to Official United States Government Figures

Canada continues to be the best fed nation in the world. According to official United States government figures published in the United States News, Canada has been eating 861 pounds of meat, poultry, fish, milk, butter, other fats and sugar per year during the war. This compares with 730 pounds of such foods available per capita to citizens of the United States this year.

But how well we live in Canada is not known, when we look at the diet of European countries. Britain has 560 pounds per capita, France 281 pounds, France 243, Germany 323 and Poland 233. The Canadian may well wonder how the European people live at all on less than half our diet. Such figures do not include cereals, fruits and vegetables but in these categories Canadians are better off than most other peoples.

The strangest fact shown by the new calculations is that both Canadians and Americans are eating far more today than before the war, despite a change in diet. Our Canadian wartime consumption of 861 pounds compares with 754 pounds before the war, while the United States has been eating 808 pounds as against 713 pounds before the war. The diet of Europe, including Britain has shrunk to an appalling degree and is cut almost in half in some countries. They never ate nearly as much as we do but even their relatively small pre-war diet has been cut, in some cases below a recognized subsistence level.

The picture is not clear today. It will change during the rest of the year. American consumption will drop from its present level of 908 pounds to 730, just above the pre-war figure. And what will happen in Europe before next spring no one knows. However, the Canadian diet changes in our efforts to feed Europe, it will probably remain the world's best—Winnipeg Free Press.

Honored By Soviet

Montgomery And Eisenhower Receive Medals Reserved For Russians

Field Marshal Montgomery and Gen. Eisenhowe have received Soviet Russia's highest award, the Jewel Order of Victory, from Marshal Georgi K. Zhukov. Gen. Eisenhowe said the Allies "are going to have peace even if we have to fight for it."

Gen. Eisenhowe declared that the European war just finished had been a holy war—more than any other war in history.

In a toast of praise to Marshal Zhukov, commander of Russian occupation forces in Germany, Gen. Eisenhower said:

"Speaking for the Allied forces, I say we are going to have peace even if we have to fight for it. All of us who are right-thinking want the common man of all nations to have the opportunity that we fought to preserve for them."

Gen. Eisenhowe's speech was made at a luncheon in his headquarters which honored Marshal Zhukov, Field Marshal Montgomery and nearly 60 high-ranking military figures from Britain, the United States and Russia.

Marshal Zhukov, boasting the Supreme Allied Commander, described him as a son of the American people and said he belonged with the immortal great of all time for welding the victorious Allied armies of the west out of so many peoples.

The Jewel Order of Victory medal, before in history has been presented to any but Russians and only seven previous had been awarded. Gen. Eisenhowe's was No. 8 and Field Marshal Montgomery's No. 9.

The medal is a glittering mass of rubies and diamonds and is said to be worth a minimum of \$12,000.

Marshal Zhukov did not pin the medals on Gen. Eisenhowe and Field Marshal Montgomery, but presented them to the Allied commanders in a special box.

Seventeen-gun salutes fired from American tanks greeted Field Marshal Montgomery and Marshal Zhu-

kov on their arrival.

WANAMAKER WAS FIRST

Wanamaker's said a polite "Oh, my no" to a claim that Marshall Field & Company was the first department store in history to sell airplanes. "We put a monoplane on sale in New York and Philadelphia more than 35 years ago," said George Dillifer, veteran Wanamaker employee who now manages the concern's Liberty street store in New York. "It was sold, too, though I can't remember who bought it."

Mac is the Gaelic word for son and is therefore the predom in a large number of Scottish and Irish names.

Conditions Overseas

Visitor From Britain Tells Of Many Hardships Encountered

"Few of you on this side of the Atlantic can realize the chaos of Europe today," says P. A. Clews, European Manager of the Canadian National Railways, who arrived in Montreal from London on his first trip to Canada since the outbreak of the war. Apart altogether from the large-scale military and political questions besetting Europe, there are many problems affecting the daily lives of the people still awaiting solution, he said in an interview—problems of food, housing, clothing and transportation.

The Canadian National Railways offices in Liverpool and Southampton had been destroyed, Mr. Clews reported. The London office had suffered no damage more serious than broken windows, but during the first few months of the war it had been necessary to carry on its business in improvised shelters. The Paris office in the Hotel Scribe, which is owned by the railway, had been occupied by the German propaganda department, but the C.N.R. representative, Louis Rouquier, had remained in Paris to look after the interests of the railway.

Apart from his railway work, Mr. Clews had many other responsibilities. He was technical adviser to the Canadian Government representative on the United Maritime Commission, which is maintained by all the Allies. Governments and will control world shipping until six months after the end of hostilities with Japan; he was chairman of the finance committee of the Canadian Y.M.C.A. Overseas, chairman of the stores and warehouse committee of the Canadian Red Cross Society, a London vice chairman of the government advisory committee of the Department's Board of Trustees, which looked after the English wives and children of Canadian soldiers pending their sailing to Canada.

"The Canadian Red Cross had as much as \$6,000,000 worth of stock on hand at one time," he said. "Our biggest puzzle was getting space. We had to take over farms and even a race course."

Mr. Clews paid tribute to the auxiliary forces, such as the Y.M.C.A., Knights of Columbus, Salvation Army and Canadian Legion. Dividing air responsibility and working in harmony, they had given splendid service.

"It was a civilian's war," he emphasized; "the civilians suffered even more than the military. The women had a terrible time." That time, he added, was not yet over. Since he had left home, he had heard that

relations had been cut again, and the women still had to stand in queues and wait their turn for whatever goods were available. Their burden was the heavier because so many of them had to keep households running while they were busy in war work and had no time to get to their horses.

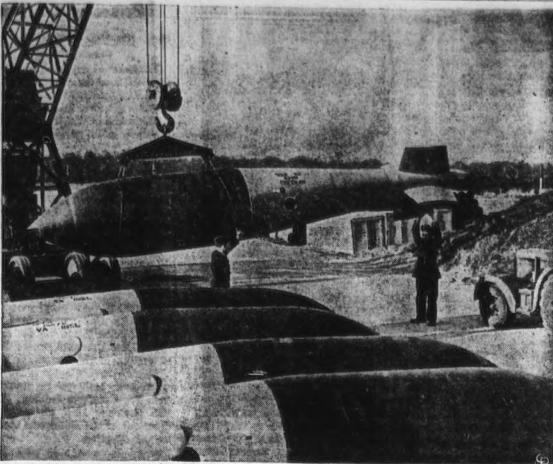
Civilians in Britain, he said, were allowed only 24 cents' worth of meat a week each. Fish was easily to get that it had been and was not rationed. Everyone who could grow his own vegetables and since the war started Britain had become two-thirds self supporting in the production of food, but this did not mean that the problem was solved.

The railways of Britain, he went on, had done a magnificent job, handling enormous traffic, in spite of the blitzes. Nearly every terminus in London had been hit, but order had been quickly restored; tracks were usually back in operation a few hours after they had been bombed. Travel was far from comfortable for the civilian. Military movements took priority, trains were packed, corridors were full of passengers standing, sleeping cars had been taken over by the military, there were no diners.

France and Belgium were the only European countries with which Britain had communication and it took up to three weeks for the delivery of a letter. To leave England it was necessary to get an exit permit and this was granted only for urgent business. One of the first civilians to cross to France since V-E Day, Mr. Clews had found little opportunity to travel. It was before the war. London had its ruins and blank spaces, it had no paint, its windows were still blocked up. But the food and fuel situation in Paris was far worse than in London. A poor lunch costs as much as \$2, a drink of beer \$2, a packet of cigarettes \$3.

"I don't want to paint the picture too black," he said as he concluded his interview. "We have had a bad time, we still have enormous problems to solve, but the spirit of the people is wonderful."

Vitamin A is unaffected by cooking, while vitamin C is destroyed by high temperature according to the British Medical Journal.



HERE IS THE R.A.F.'S NEW 22,000-POUND BOMB—The British are building an improvement on the Lincoln, which will carry to Japan the new 11-ton bomb. The new 22,000 pounder, known as "grand slam," is 85 feet long, with a diameter of 3 feet 10 inches. It is a streamlined, deep penetration type, being a scaled-up version of the six-tonner, with a tail unit approximately 13 feet 6 inches long. One of the R.A.F.'s "grand slam" bombs is seen being hoisted from the bomb dump. Attachment of the streamlined fins at five degrees to the bomb axis, imparts a spin to the bomb in flight, enabling a very high degree of accuracy of aiming.

Shrines In Cathedrals

Suggested That There Should Be A Shrine For Victoria And George Crosses

Knights of various noble orders have their shrines in cathedrals and churches in Britain. For instance, the Knights of St. Michael and St. George, to which order some distinguished Canadians belong, have theirs in St. Paul's. The Knights of the Garter worship in St. George's, Windsor, and the Knights of the Bath in the eighth's chapel in Westminster Abbey.

Now it is suggested that there should be a shrine or chapel for holders of the Victoria Cross and the George Cross. They could come to London from time to time from all over the British Commonwealth and America and hold their "chapters" in accordance with the ancient usages of chivalry. They would, it is furthermore suggested, be the guests of a grateful nation. Whether, however, the Victoria and George Crosses could form the basis of a knightly order is a question that would have to be settled by the Herald's College.

War Interferes

Emperor Of Japan Cannot Spare Time For Horseback Riding

Tokyo expressed concern over the welfare of Emperor Hirohito and complained that the war interfered with his horseback riding.

The only thing to do, the Japanese broadcast said, was to "totally annihilate the enemy."

"One hundred million Japanese are filled with trepidation to learn that our Emperor has suddenly been carrying out his daily routine work despite successive enemy raids on the capital," said the broadcast.

"Practically every day His Majesty summons the Premier and other ministers to the palace, patiently listens to their reports on war and graciously asks questions. It is rare now for the Emperor to find leisure for horseback riding."

Canned Meat

How A Canadian Soldier Took The Jap By Surprise

Canned meat at least 93 years old and probably more than 95 years old was still fit to eat after Ninety-Three Years.

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Quick Thinking

How A Canadian Soldier Took The Jap By Surprise

Here and there among the United States forces in the Pacific is the odd Canadian serving with the Americans just as many Americans fought in the same units in Europe.

With the cavalry reconnaissance troop of the 32nd Division, known as the Red Arrow Division, is Sgt. Rudolf E. Barto whose home is at Ledwyan, Man.

Creeping stealthily forward on hands and knees while patrolling in the Villa Verde trail area recently Sgt. Barto had the experience of coming face-to-face with a creeping Jap.

The patrol of which Sgt. Barto was part had come under Japanese fire and the sergeant was trying to work around behind the enemy position. As he crawled over a ridge, two or four feet in front of him was the Jap.

For a moment both surprised soldiers were motionless, then Barto shot the other through the head.

Boon To Motorists

Device Used In Ontario To Pick Up Nails From The Highway

The action of the Department of Highways in using a machine on the road which will pick up street bolts, nuts and other metallic substances lying loose and which sometimes destroy tires is to be heartily commended, and shows that the department has the welfare of the travelling public at heart, as no doubt a great many tires will be saved by this contrivance, but the Department might go a step farther and institute a system of car inspection for all cars and trucks which use the highways. —Owen Sound Sun-Times.

The fundamental idea of the Red Cross was first set forth in a booklet by Henri Dunant at Geneva in 1862.



WAITING FOR A PRINCESS TO COME HOME—On June 2, Princess Ingrid of Denmark arrived in Stockholm for the first reunion with her Swedish relatives in five years, since the Germans occupied Denmark. Wallenberg, the man at the Bromma airport for the princess' plane to come in, are Crown Prince Gustaf Adolf of Sweden, Princess Sibylla and their four children.

INTERESTING WAR RELICS AT MUSEUM

Many New Additions Are On Exhibition At Ottawa

ingenious, fanatical Germans at a prisoner-of-war camp in Western Canada designed and built a weapon with which they hoped to kill fellow prisoners drifting away from the Nazi faith, or members of the camp staff, or for use on game after they escaped camp.

However, none of these possible purposes was achieved because alert Canadian guards removed the weapon from the camp and it now is a possession of the War Museum, Sussex street.

Bed springs, woven bed wire, iron strapping used for hanging steam pipes, bits of rubber and a lot of clever work were used in making a cross bow with steel arrows. The long pieces of steel were sharpened to a point and Major Henry Reinstein explained at the museum that they could penetrate one inch in soft wood at a distance of 25 yards.

New additions to the museum's war relics are now on display. A Canadian flag captured by the Germans at Dieppe, which now hangs in the museum has an interesting story. It belonged originally to the Canadian division which fought in Dieppe in August, 1942. After its capture, the flag hung in the office of a German colonel until a month before the second division captured Dieppe in September, 1944.

A French charwoman, Madame Jovene, 8 rue Guerrier, Dieppe, discovered the flag, packed with other German belongings to be sent to Germany and removed it from the box. It later was turned over to a Canadian officer. It was spotted in a few places and torn in others, but still a good Canadian flag.

Part of a comprehensive selection of motor vehicles produced in Canada appears in miniature now. They are exactly one-twelfth the size of the original vehicles.

A tactical model of the Esbute area taken by Canadian reveals how detailed was the planning of the Allied invasion. It shows in miniature the area taken by the 2nd, 3rd and 4th divisions under Lt. Gen. Guy Simonds and the areas where the Germans offered stiff resistance.

Newly received Italian and Japanese machine guns and flashes and badges of all the Canadian regiments including the C.W.A.C. have been set up as part of the history of the War Museum—Ottawa Journal.

Got What They Wanted

Count Ciano's Diary Shows Nazis Were Determined On War

When Joachim von Ribbentrop comes to trial he may be confronted with the diary of Count Ciano, the last ten pages of which were written while the Faust Foreign Minister awaited the death decree by his father-in-law, Mussolini, an indictment not only of Von Ribbentrop but of the whole criminal crew, from Hitler down to the last gauleiter, who led the acquisitive German nation in its murderous assault upon mankind.

The first instalment of the Ciano story contains the key that unlocks the Nazi mind. In August, 1938, Ciano went to Salzburg where Hitler met the toad-like Mussolini, hovering vulture-like, for the descent on Poland. On Aug. 11, just before dinner, the Italian Minister was walking in the garden of the Osterreichschloss with Von Ribbentrop. Of their conversation he wrote as follows:

"Well, Ribbentrop," I asked, "what do you want? Danzig or the Corridor?"

"More than that," he said, "looking at me with his cold metallic eyes. 'We want war.'—New York Times.

EXPENSIVE FOR RAILWAYS

Those railway ties that extend all the way across Canada cost \$1.65 for the treated type and \$1.04 for the untreated. The price has gone up as the ties used to cost \$1.42 for treated and 88 cents for untreated. That is just one of the increased costs of doing business. The highest prices of ties are reflected all the way along the line.

TOOK THE HINT

The customers knew that it wasn't any use asking butcher Tony Travelli of Seattle for meat. Tony can clear out supplies so he just mounted the skeleton of a lamb in his showcase and prospective patrons chuckle and pass on.

PLAYED SAFE

Mark Twain had such a horror of losing manuscripts that he drew a chalk line on the floor around his desk and the maid was forbidden to cross the line even to dust. 267

WORLD HAPPENINGS
BRIEFLY TOLD

Four Italian provinces have been returned to the jurisdiction of the Italian government. They are Florence, Livorno, Pisa and Pistoia.

Princess Alice, wife of the governor-general, has accepted an honorary life membership in the national council of women.

Sir Edward Bailey, 63, director of the geological survey of Great Britain, has retired. During the siege of Malta he flew there to locate extra water supplies.

Dominion government employees bought a record total of \$19,400,000 in eighth victory loan bonds. Purchases in the seventh loan totaled \$18,000,000.

From the famous Piccadilly Circus statue, has spent the war under a protective covering in a house at Englefield Green, Surrey, it has been disclosed.

Homeless residents of Tokyo will exist for the duration in "dug-out" homes provided to take the place of dwellings destroyed by Superfortress fire raids.

Proposals to raise domestic service in Britain to the status of industry through establishment of a nationally-subsidized training school for maids were made in a government report.

Scores of secret arms and explosive dumps to be used by Nazi "werewolves" in waging an underground war of death and sabotage were uncovered in the forests and mountains of Bavaria and Bohemia by Allied intelligence officers.

Germany lost an average of one submarine every three days between Sept. 3, 1939 and May 8, 1945, official records at London disclosed. A total of 713 U-boats was sunk by British, United States and other Allied forces in that period.

Bridge Engineer

Harry S. Rimmington Receives Appointment From C.N.R.

Harry S. Rimmington, who has been in the engineering department of the McKenzie and Mann Company, the Canadian Northern and Canadian National railways since 1917, has been appointed bridge engineer for the western region, Canadian National Railways, according to W. C. Owens, general manager for the company. Mr. Rimmington succeeds W. Walkden, who retired recently under the pension rules of the company.

Mr. Rimmington started railway work as a roofer in Winnipeg in 1907 and later became draughtsman. For several years he carried on this work with the Canadian Northern and McKenzie and Mann interests. In 1914, he was promoted to bridge engineer and remained at this work until 1932 when he was appointed assistant engineer. He held this position until his recent appointment as bridge engineer for the western region.

FARM WAGES

Farm wages continued an upward trend during the past year, the Dominion Bureau of Statistics at Ottawa reported. At May 15 wages were higher in all provinces than a year previous. Rates at that date were approximately the same as August, 1944, which is considered the high point for the year.

LIFE'S LIKE THAT



AVIATION EXPERTS AT AIR CLINIC

—Big questions and little questions came out of the Mid-Canada Air Conference. Delegates asked them, and experts answered. In the top picture, is the panel of experts at the Clinic at Trans-Canada Air Lines, Stevenson Field. Lower are the delegates. The experts from left to right are: W. F. English, Winnipeg, vice-president, T.C.A.; J. R. K. Main, department of transport, Ottawa; F. R. Meisch, St. Paul, North-

west Airlines architect; W. T. Piper, president, Piper Aircraft Corporation, Lock Haven, Penna.; Charles Nichols, news editor, The Tribune, chairman; Charles S. Glasgow, Douglas Aircraft Corporation designer, Santa Monica; and C. R. Patterson, Toronto, general manager Aeroflomatic Institute of Canada.

The Clinic was held in the restaurant of Trans-Canada Air Lines, where the delegates were later entertained at a buffet supper. Mr. English acted as host.

Should Be Treated

Hay Fever Sufferers Cannot Always Run Away To Escape It

Hay fever sufferers who keep going north for summer relief instead of medicating themselves are going to end up with "no civilized place in North America left to go for immunity," says Dr. Jiminez, University of Michigan al-

lenging.

Dr. Jiminez explained that after a few years in a northern town the victim becomes sensitized to the pollen of the area and has to move farther north. If he keeps moving, he would soon run out of both northern and high altitude areas to go to for relief.

The allergist recommended diagnosis and home treatment to defeat the pollen by immunization.

Started Years Ago

Nazi Inventors Were Working On Rocket Bomb In 1932

German inventors of the V-2 rocket bomb said they fired 3,800 of the projectiles against Allied targets, according to an interview in The London Daily Express.

Doctor Werner Von Braun and Major Gen. Walter Dornberger said that they sent more rockets against the vital supply port of Antwerp than against London.

The two, interviewed at Garmisch-Partenkirchen, said that they had been working on rockets since as long ago as 1932. Von Braun told of two meetings with Adolf Hitler when he showed films of their experiments to convince the führer that London could be bombed.

The king bird chases hawks, crows and even eagles, but is afraid of the tiny hummingbird and will flee from its attack.

Britain Needs Eggs

Hopes Western Canada May Supply Half Of Quantity Required

The United Kingdom will need 1,000,000,000 eggs this year and Canadian farmers can go all out in egg production, said John A. Peacock, director of egg supplies for the British Ministry of food, in an interview.

Mr. Peacock said it is hoped western Canada will supply half of the needed.

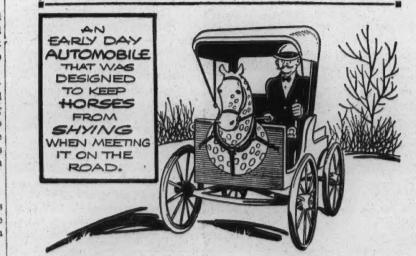
W. A. Brown, chief of the Dominion poultry marketing and production service, said "the British government is going to pay six cents a dozen more for eggs than it did last fall with the increase effective from Sept. 15 until Dec. 31," he added.

THE COLDEST SPOT

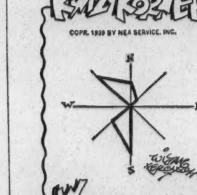
It is believed that the coldest spot in North America is at or near Fort Good Hope on the Mackenzie River, about 20 miles south of the Arctic circle.

THIS CURIOUS WORLD

By William Ferguson



AN EARLY DAY AUTOMOBILE THAT WAS DESIGNED TO KEEP HORSES FROM SAYING WHEN MEETING IT ON THE ROAD.



WHAT IS THIS DIAGRAM CALLED?

ANSWER: A "wind rose." It is a diagram used by meteorologists to show, for a given place, the relative frequency of winds from different directions.

Prisoner Of War

How He Was Mistreated By His German Captors

Fifty-seven days in solitary confinement was the fate of Fit. Lt. P. J. McManus, son of Mr. and Mrs. John McManus, 2007 street, Perth, Ont., who was captured by German interrogators, after he was shot down in the North Sea.

Fit. Lt. McManus was skipper of a Halifax attacking enemy shipping off the Norwegian coast. The Halifax crew spotted an enemy convoy sneaking around the Norwegian coast, and picking out one vessel, they dove to the attack. Just as the final run began the ship turned up on all its lights.

Thinking it must be a neutral Swedish ship, McManus pulled the aircraft up. As they passed over, the crafty German captain opened fire at point-blank range and the next thing the pilot knew he was swimming in the water.

The aircraft dangled buried in the crash, both ports leaking. Luckily the German ship stopped, picked them out of the water and took them back to Norway.

McManus was soon sent to Germany for questioning and although shot down in October, 1944, he was still in solitary confinement at Christmas.

Penned up in a six by ten foot cell with no air, no light and no bed, the prisoners were brought out for questioning at irregular intervals and if no information was given they were thrown back into their lonely cells.

McManus told of the hot and cold treatment. The Germans heated the room but cut off all the heat at night. "We got used to that," McManus said. For nearly two months the coastal town where he lived had a ration that wouldn't make the beginnings of one good meal—two slices of bread a soup of margarine. McManus admitted he looked pretty haggard when he came out after the Germans gave up questioning.

For 57 days the Perth flier had no blankets and at first had no clothing. For all his discomfort food seemed to be all he thought about.

He recently reached a return prisoner of war reception centre in England.

FIRST WORLD WAR HISTORY

In the Old Rectory at Rington, England, 83-year-old Brig.-Gen. Sir James Edmunds has completed his official history of the war—not this war but the last—which has taken 30 years and more than 30 volumes.



CONDENMED TO DIE — Marcel Desat, minister of labor in the Vichy government, who has been condemned to death in absentia, by a French court.

The Idea Remains

Hitler Is Dead Germans Still Believe His Teachings

Without seeking to appear to learn about the mysteries of the mind, we should like to suggest that, whatever the fate of Hitler the man, the Hitlerian idea transcended and will continue to transcend its embodiment in der Führer. The Hitler myth is something that exists in the minds of the Germans who believed him. What happened to him after he died? How it will develop, we shall depend on what happens to those believing Germans and will be affected hardly at all by the discovery of a burned and blackened corpse.—Baltimore Sun.

INTRODUCED HIGH HEELS

The conceit of Louis XIV of France is responsible for the rise of high heels, it is said. The King was shorter than most of the men who surrounded him. He ordered shoes made with heels that added several inches to his height. The style spread throughout Europe, though women, rather than men, adopted it widely.

An airplane travels 10 to 15 miles in writing a two-word sentence in the sky.

Sight Restoration

New York Has Eye Bank That Collects Healthy Corneas

The public has long been aware that blood banks have been established for furnishing plasma to wounded and sick persons, most modern capitals having been so equipped. The United States has now an eye bank under the aegis of Sight Restoration Incorporated.

The eye bank is situated in New York, but 22 hospitals in the country are affiliated. It collects and preserves healthy corneal tissue from human eyes for transplanting to persons who have lost their sight because of corneal defects. No other form of blindness can be cured, but it is estimated that up to 15,000 blind people in the United States can have their sight restored by transplantation.

The operation of removing cornea is performed on dead or living persons, and is done by very skilled ophthalmic surgeons whose number is at present limited, but one of the objects of the company is to teach the operation of removing and transplanting by means of regional clinics. In the present state of knowledge it is only necessary to wait three days before transplantation, and a group of surgeons is engaged studying how to keep the tissue alive for an indefinite period.—St. Thomas Times-Journal.

VERY SPECIAL

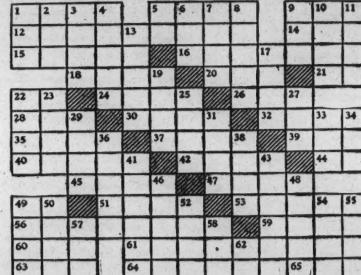
Leonard Lyons, popular author of the Lyon's Den in the New York Post, is now in Europe. He told this one on himself recently: "The Malet air line officer where we made our reservations for a flight to Italy phoned the head office and told his colleague: 'The passenger's name is Lyons. Lyons! L. like in Ladiasius; Y, like in Yakuchis; O, like in Omega; N, like in Napoleon; and S, like in Szabo—LYONS."

COLLECTION OF SALVAGE

The collection of salvage material, mostly waste paper, for the month of May amounted to 437,478 pounds, the Ottawa war salvage committee announces. The total collection from inception of the committee to date amounts to 20,754,857 pounds, not including any commercial salvage.

x-x OUR CROSSWORD PUZZLE x-x

No. 4944



HORIZONTAL

1 Fencing sword

5 Cry of sorrow

6 Pennant

12 Gaedelic god

16 Newly married woman

18 Shut in

20 Head organ

21 Sun god

22 German for

24 Father

26 Norse goddess

28 Hummingbird

30 Ireland

32 Castle

37 Hindu deity

39 Anglo-Saxon

40 To fuse

42 Melody

44 Note of scale

45 Of or containing

47 Elongated

49 Pronoun

51 To poke

5 Land measure

6 To hit

7 Fiber plant

8 British independent

9 Completely

10 To look closely

11 Holland commune

13 Uncanny

17 Nest

19 Scandinavian dagger

22 Side of a Norway

23 Norwegian

24 Particular

25 Pointing to grandparents

26 Goddess of discord

27 Greek letter

28 Maturing factor

31 Queen of Bessons

33 To supply with women

34 Indo-Chinese language

36 Unskillful

38 The dill

41 To mock

43 To watch

44 Pertaining to a central point

48 Curved strip

49 Part of eye

52 Egyptian length measure

54 Aeronaut

55 Noise made in respiration

57 To discern

58 French preposition

52 HEDGE

53 WAGNER

54 WHIRLPOOLS

55 MYTHOLOGICAL MIND

56 HERO

57 ROOKIES

58 PERSON

59 CLOTHES

60 FROCK COAT

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S. H. McClelland
Veterinary Surgeon
Calgary - Alberta
325-326 Stockyards Building

Crossfield Machine Works
W. H. Huser - Proprietor
Wedding - Mowers - Badgers
John Doeve Farm Implements
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COUNCIL MEETINGS
The regular monthly meeting of
the Village Council will be held
in the
FIRE HALL
on the
First Monday of each
month
commencing at 8:00 p. m.

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for \$1.00.

FRIDAY, JULY 20th, 1945

Mr. and Mrs. Everett Bills, Mr. and
George Jones, Mr. and Mrs. George
MacPhee, Mr. and Mrs. John and Mrs.
Olsen, Mr. and Mrs. Art Carrode were
among those who attended a wedding
of a young couple of the Hutterite
Colony at the former Huser farm.
They report having a very wonderful
time.

The Cost of War

London, July 13.—Total casualties
to all ranks of the British Commonwealth
forces in Europe since the
84th day of war to May 31 last
were 1,427,634. It was announced
tonight.

The Canadian casualty total was
101,000, made up of 36,018 killed,
2,866 missing, 33,073 wounded and
6,931 prisoners. Those listed as
killed do not include personnel
who died of natural causes.

The total number killed for all
the Empire was 336,772, missing
86,113, wounded 468,388, and pris-
oners of war 330,323.

By countries, the figures were as
follows:

Britain, including men from overseas
and colonies, killed 233,042, missing
8,000, wounded 32,000, prisoners
1,427,634. It was announced
tonight.

Australia. Killed 21,415, missing
6,519, wounded 37,477, prisoners
26,800.

New Zealand: Killed 9,844, missing
2,201, wounded 18,233, prisoners
8,485.

South Africa: Killed 6,417, missing
1,386, wounded 13,773, prisoners
4,590.

India: Killed 23,295, missing
12,264, wounded 62,064, prisoners
(including 20,540 missing, presumed
prisoners) 66,690.

Colonies: Killed 6,741, missing
14,811, wounded 6,773, prisoners
8,051.

Other countries totals by war
were: United Kingdom 750,338, Australia
92,211, New Zealand 39,763, South Africa 36,750.

Casualties to merchant seamen
due to enemy action during the
war period ended May 31, totalled
45,454. Deaths, including deaths
presumed to be caused by
disease while interned, totalled
30,867, missing 4,690, wounded 1,252,
and interned 5,500.

Casualties to the British Home
Guard attributable to service between
May, 1940, and December, 1944, totalled 1,763, and included
killed 1,000, missing 762.

Civilian casualties from the
outbreak of war until the end of fighting
in Europe totalled 146,760. They
included 100,000 missing, believed
killed.

This total included
26,920 men, 25,392 women, 7,736
children under 16 and 537 unidentified.
Injuries and disabilities in hospital
totalled 86,175. Of these
40,736 were men, 37,816 women and
7,623 children.

United States Losses Total
1,049,104 To Date

Washington, July 12.—Casualties
reported by the Army and Navy
since the entry of the United States
into the war totalled 1,049,104
—an increase of 12,167 over last
week.

De Valera Says Eire Is a Republic

Dublin.—Eire, Prime Minister de
Valera told the dail (parliament) on
July 11, is a republic.

Mr. de Valera was replying to
Opposition Member F. J. Dillon,
who last week likened Eire's
constitutional position to that of a cat
with its tail caught in a door, and
he asked the prime minister "to tell
the house if this country is a
republic, a member of the (British)
Commonwealth of Nations, or
what it is."

There was no further reply when
Mr. Dillon asked, "When did the
chimney sweep become a republic?"

Mr. de Valera's statement created
a sensation in Dublin. The news-
paper gave it prominent display,
but appeared to be unable to assess
its meaning.

1,100 LOSE THEIR JOBS
IN PLANT DISPUTE

The Eastern Car Company at
Trenton, N.S., closed its doors on
July 11 and placed 1,100 men on the
unemployment rolls. The announcement
that the plant was closing
came Tuesday when the management
posted a notice saying "the
plant would be closed" "on account
of lack of material." The plant
operated efficiently and the lack of
confidence a great many workmen have
in the present union executive to
act as bargaining agents."

Around The World— 88 Hours, \$700

An 88-hour, round-the-world
flight on Pan-American Airways
commercial passenger planes upon
resumption of post-war travel, was
announced recently by the firm's
Atlantic division.

Cost of the trip was listed as \$700,
rate to Europe. The firm said
travelers would be made up
of eleven passengers.

The route from New York, the
company said, will cover Alaska,
Manitoba, Roma, Alberta, Co.
Barry and Karachi to Calcutta of
the Atlantic division, and then return
via Bangkok, Canton, Tokyo,
Fusashiro, Anchorage, Seattle
and San Francisco to New York.

Six Years of Subsidies

(The Budget)

In the six years since 1939 the
Canadian government has paid sub-
sidies to farmers to the total of over
\$319 million. In reality this ex-
penses were not a "subsidy." The policy of the govern-
ment was to keep down the cost of
food while maintaining production
at as high a level as possible. How-
ever, the Canadian government
think that the farmers are partic-
ularly favored in this respect.

The Canadian Federation of
Agriculture claims that the
industry numbers for wholesale price
of farm products, based on 100 in
1926, was only 102.9 in 1944. This
means that the Canadian people
during the last five years
of war in the world's history have
been able to buy their food at virtu-
ally peace-time prices. A survey
of the cost of living proves the
fact that there has been less rise in
Canada in almost any country

in the world.

The \$319 million was paid by the
government to keep the farmers
producing to the limit. He had to
have some financial assistance for
various of farm help had risen rapidly
and meat cost did not rise as much
as expected. Other costs had gone up.
New farm implements were almost
impossible to obtain and unusually
long hours of labor were necessary
to meet the instant demand for
more food.

The subsidies as paid by the vari-
ous production divisions were as
follows:

Dairying Products: Fluid milk, three
years, \$21,632,915. Butter, three
years, \$1,000,000. Concentrated
products, 2 years, \$2,543,374. Milk
for cheese, 2 years, \$5,130,269;
Cheese quantity bonus, 6 years, \$7,
966,868; Wheat acreage reduction,
4 years, \$84,533,227. Total \$145,809,
851.

Prairie Farm Assistance: Prairie
farm assistance, 6 years, \$41,309,756;
Prairie farm income, 4 years, \$18,
966,868; Wheat acreage reduction,
4 years, \$873,556. Total \$88,773,632.

Industry: Apple agree-
ments, 4 years, \$8,212,202; Canning
crops, 3 years, \$4,281,065; Berries
for canning, 4 years, \$775,353. Total
\$13,278,561.

Feeds, etc.: Feed wheat draw-
back, 3 years, \$10,267,542; Feed
fertilizer assistance, 4 years, \$42,397,
969; Egg production, 4 years, \$1,000,000;
\$521,310, Plan B, 2 years, \$1,379,584;
Alfalfa meal, 2 years, \$90,054. Total
\$54,859,391.

Fertilizer and Lime: Fertilizer,
3 years, \$2,348,681; Lime, 2 years,
\$310,609. Total \$2,559,290.

Hog premiums, 1 year, 1944, \$14,
816,000; Egg export subsidy, 1941
and 1942, \$295,387; Beef cattle pur-
chases W.P.T.B., 1942, \$800,000; Mis-
cellaneous, wool, \$156,705; Sugar
beet pulp, 1943, \$25,929.

Total subsidies \$319,157,134.

Soldier's Stew

To make Russian soldier's stew,
buy two pounds of lean short ribs
of beef, cover with water and boil
for one hour with one large onion,
chopped fine, and a few carrots.
Remove beef and strain juice. Remove
onion and parsley. Cook ½
pound of sliced beets and ¼ pound
of sliced carrots in the broth and
then add ½ pounds of cubed potatoes
and one pound of cubed cabbage.
Pierce one lemon with a fork and
drop whole into the stew. Cook
covered. The vegetables are
done. Serve on a large platter with the
meat surrounded by the vegetables
and broth. A dab of sour cream
should top each serving.

Lamb chops taste better if they
are dipped in lemon juice just
before broiling.

Hail Insurance

Protect your crop against loss by HAIL in a good
reliable Company. In an area where the rate is 7%
for a 25% deductible Policy, the actual cost to the
insured is 10.71%. The rate for a 10% deductible
Policy is 10 1/2%, the actual cost to the insured is 11
and 2-3%. FOR INSTANCE—

100 acres insured for \$10.00 per acre—\$1000.00 at
10 1/2%—\$105.00 Premium, \$1000.00 less 10% (de-
ductible) is \$900.00 actual coverage, divided into the
Premium of \$105.00 equals 11 and 2-3%, actual cost
to the insured.

See A. W. Gordon

GORDON AGENCIES Phone 7 Crossfield

Rationing helps the FARMER

HERE'S HOW!

- Rationing assures everyone a fair share of
scarce foods. Without rationing, farmers
might get all the butter they need; they might
not get sugar. City dwellers might get sugar
but no butter.
- Rationing helps to keep prices steady.
- Rationing has assured farmers sufficient am-
munition to protect their crops and livestock.
- Rationing makes it possible for farmers to get
coupons to feed harvesters and other transient
farm workers.



Rationing is not intended to add unnecessarily to the burden of Canadian farmers
who, faced with shortages of labour, materials and machinery, have continued to
respond to repeated calls for greater production.

It is a protection against waste . . . shortages . . . inflation.

THE WARTIME PRICES AND TRADE BOARD